

**VALUE ENGINEERING CHANGE PROPOSAL  
MISSOURI DEPARTMENT OF TRANSPORTATION**

☐ Conceptual Proposal      ☒ Final Proposal      Date 6/29/2011

Contract ID 110218-602      Job No. J6I1954/J6I1924

County St. Louis County      Original Bid Cost \$6,966,520.00

Contractor Concrete Strategies, LLC      By Brian Mulhall

Designed By Concrete Strategies, LLC      Phone 314-595-6300

VECP# 11-42 (to be completed by C.O.)      VECP ☐ or PDVECP ☒

**1. Description of existing requirements and proposed change(s). Advantages/Disadvantages**

The project currently requires the use of temporary concrete barrier during staged construction. In lieu to concrete barrier temporary screening installed to prevent any potential debris from entering live traffic. Temporary screening will be moved by laborers to cover milling and hydro-demolition operations. This will increase accessibility to different 'bridge repairs' on the Interstate I-170 thus reducing the amount lane closure time.

This could also reduce the amount of pavement marking removals to be performed on each stage increasing the savings.

**2. Estimate of reduction in construction costs.** \$67,275.15

**3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.**

N/A

**4. Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.**

N/A

(date)

**5. Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.**

7/6/2011

(date)

N/A

(effect)

**6. Dates of any previous or concurrent submission of the same proposal.**

N/A

(date and/or dates)

**Additional Comments:**

**\*\* Portion Below This Line To Be Filled Out by MoDOT \*\***

**Comments:**


I recommend the approval of this VE. The removal of the barrier wall from the work zone will have a small impact on traffic flow but this change will enable the contractor to reduce the time the traffic lanes are closed. Once the contractor closes the lane, the contractor will be working around the clock until all work is completed. The traffic control will be in place for about 50 hours. The temporary screening is not traffic control; it will be used to stop debris from hitting cars and will be in place for about 2 hours.

  
Submitted By Resident Engineer

7/11/11  
Date

**Comments:** Approval is recommended but safety is a concern and should be discussed further. The use of TMAs and additional trim-lines would be beneficial to the safety of the workers. Consideration of the speed limit while workers are present should be discussed.

☒ Approval  
Recommended  
  
☐ Rejection  
Recommended



District Engineer


Digitally signed by Matthew Budd  
DN: cn=Matthew Budd, o=MoDOT, ou=D6  
Construction and Materials,  
email=Matthew.Budd@modot.mo.gov, c=US  
Date: 2011.07.13 16:49:44 -05'00'

Date

**Comments:**

*Approval is recommended based upon additional information provided on 7/15/11. I concur in the above comments about providing added precautions within the work zone.*

☒ Approval  
Recommended  
  
☐ Rejection  
Recommended



Federal Highway Administration  
Required for FHWA Full Oversight Projects

7/22/11  
Date

**Comments:** Approval is contingent on satisfactory results achieved in the field and written acknowledgement by the contractor that they are responsible for the consequences including unanticipated impacts or delays. I also concur with the above comments from the district and FHWA regarding safety in the work zone.

☒ Approval  
  
☐ Rejection



State Construction and Materials Engineer

Digitally signed by Ronald Morris  
DN: cn=Ronald Morris, o=MoDOT, ou=3H35,  
email=Ronald.Morris@modot.mo.gov, c=US  
Date: 2011.07.22 12:00:00 -05'00'

Date

**Distribution:** Resident Engineer, Project Manager, District Construction & Materials Engineer, State Construction & Materials Engineer, FHWA  
Value Engineering Administrator - MoDOT, P. O. Box 270, Jefferson City, MO 65102

CONSTRUCTION SUCCESS  
**CONCRETE**  
STRATEGIES

6/27/2011

MODOT – Bellefontaine Project Office  
10601 Lewis & Clark Blvd., Bldg A.  
St. Louis, MO 63136  
Attn: David Bauer, P.E.

**Re: J6I1954/J6I1924 - Temporary Traffic Barrier Value Engineering**

Dear David Bauer,

We are writing you in regards to the use of temporary traffic barrier for bridge overlays on the I-170 bridge rehabilitation project. We would like to propose the deletion of temporary traffic barrier during overlay operations and use a more schedule efficient means of temporary protection.

In lieu of temporary concrete traffic barrier we will make temporary screening to prevent any potential debris from the milling and hydro-demolition from entering live traffic. The screening will be moved by laborers to cover either the milling machine or hydro-demolition machine.

Units to be adjusted from contract would be:

Line Number	Description	Qty	Unit Price	Bid Amount
0850	Replacement Sand Barrels	20	-\$ 400.00	-\$ 8,000.00
1000	Temporary Traffic Barrier, Contractor Furnished/Retained	1434	- \$ 25.00	-\$ 35,850.00
1010	Relocating Temporary Traffic Barrier	4416	-\$ 12.00	- \$ 52,992.00

In substitution we would have to add labor and equipment to maintain the temporary protection. The cost for labor and equipment is broke down below.

Labor	\$19,986.00
Materials/Equipment	\$4,500.00
Overhead	\$3,672.90
Profit	<u>\$1,407.95</u>
Total Add	\$29,566.85

**The total contract adjustment would be -\$67,275.15**

Regards,  
Brian Mulhall  
Project Manager



Temp Screening on I-170  
Brian Mulhall to: David.Bauer@modot.mo.gov  
Cc: "Daniel.Arnold@modot.mo.gov"

07/06/2011 11:36 AM

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1 attachment



SKMBT\_C55211070611150.pdf

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Please see attached. Here is a little more information for the temp screening. It will consist of either a wood or steel frame with either fabric or plywood screen. My feeling is that a wood frame with plywood screen would work best. Also the feet at the bottom will be sand bagged.

Workers will move the screens out after the traffic control is set. The screens will stay in place during milling and hydro operations and then will be removed. Please let me know if you need any additional information. Thanks

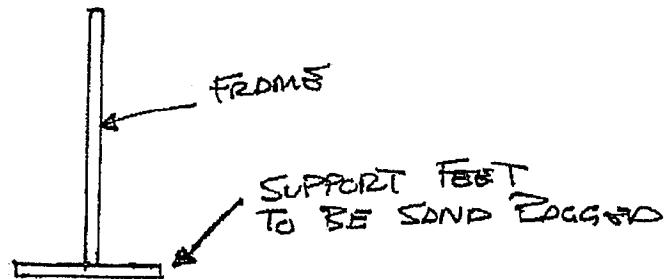
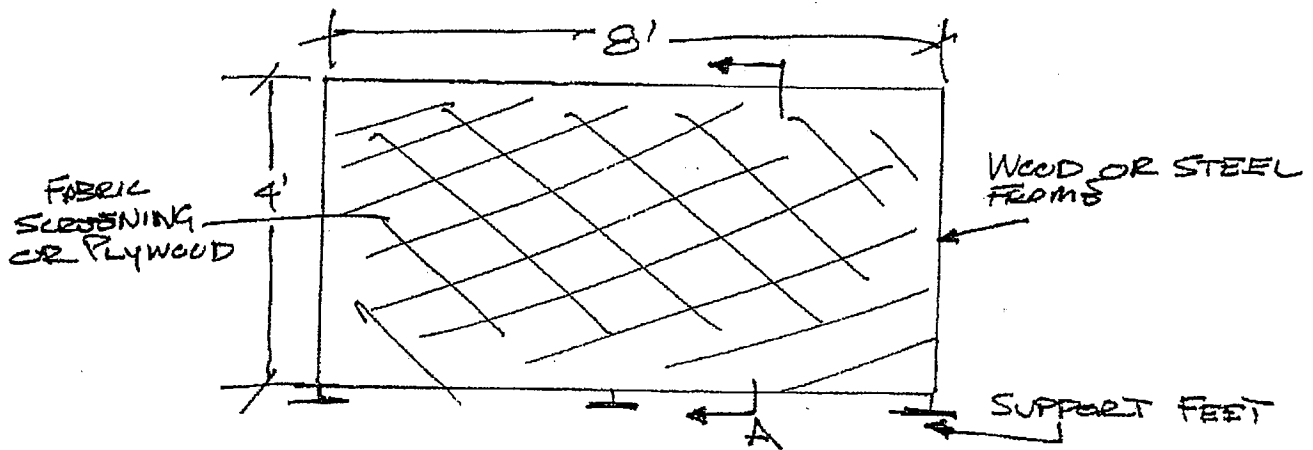
Brian Mulhall  
**Concrete Strategies, LLC**  
2199 Innerbelt Business Center Drive  
St. Louis, MO 63114  
314-592-2191 Desk  
314-890-7823 Fax  
314-608-0900 Mobile

<http://www.concretestrategies.com>

**From:** concrete@clayco.net [mailto:concrete@clayco.net]  
**Sent:** Wednesday, July 06, 2011 12:15 PM  
**To:** Brian Mulhall  
**Subject:** Message from KMBT\_C552

CONSTRUCTION SUCCESS  
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STRATEGIES

2199 Innerbelt Business Center Drive, St. Louis, Missouri 63114  
voice 314/429.5100 fax 314/592.2135





Labor and equipment breakdown for temp screening  
Brian Mulhall to: David.Bauer@modot.mo.gov

07/07/2011 02:17 PM

1 attachment



Temp Traffic Barrier.docx

Here is the labor and equipment break down for the add

**Labor (Overtime rate \$66.62/hr) 10 Low P Bridge pours**

10 pours x 3 labors x 10 hrs shift x 66.62 = \$19,986.00

Labor \$19,986.00

**Equipment / Material**

Plywood	\$480
Framing Lumber	\$864
Sand Bags	\$720
<u>Subtotal</u>	<u>\$2064</u>
Tax (8%)	\$165.12
Total per set	\$2229.12

Have to make two sets for whole job (5 pours out of one set) (\$2,229.12 x 2 = \$4,458.24)

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# VALUE ENGINEERING CHECK SHEET

## *TYPE OF WORK*

(Check one that applies)

- ☐ Bridge/Structure/Footings
- ☐ Drainage Structures (RCP, RCB, CMP's, ect.)
- ☒ TCP/MOT
- ☐ Paving (PCCP, ect.)
- ☐ Grading/MSE Walls
- ☐ Signal/Lighting/ITS
- ☐ Misc

## *SUMMARY OF PROPOSAL*

(If needed, condense summary to a couple of lines)

The contractor will eliminate the temporary traffic barrier during continuous weekend operations for the bridge deck rehab operations.

## *SCANNING OF DOCUMENT*

If the proposal is large, please mark or make note, which pages need to be scanned into the database. If there are special instructions, make note of them here.

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